



Regional Transportation Authority

KEY INDICATOR REPORT

October 1985

- **Budget Variance**
- **Financial Position**
- **Ridership Results**
- **Performance Indicators**

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SECTION 1
BUDGET VARIANCE

FY 85 CHICAGO TRANSIT AUTHORITY BUDGET VARIANCE
(\$000's OMITTED)

	OCTOBER 1985			TEN MONTHS YTD		
	ACTUAL	BUDGET	VARIANCE	ACTUAL	BUDGET	VARIANCE
<u>REVENUE</u>						
Passenger	\$24,127	\$23,836	\$ 291	\$228,839	\$227,043	\$ 1,796
Other	1,349	864	485	12,851	9,141	3,710
Total Revenue	<u>\$25,476</u>	<u>\$24,700</u>	<u>\$ 776</u>	<u>\$241,690</u>	<u>\$236,184</u>	<u>\$ 5,506</u>
<u>EXPENSES</u>						
Operating Expenses	<u>\$48,852</u>	<u>\$51,198</u>	<u>\$2,346</u>	<u>\$481,405</u>	<u>\$496,254</u>	<u>\$14,849</u>
<u>PUBLIC FUNDING REQUIRED</u>						
Operations	\$23,376	\$26,498	\$3,122	\$239,715	\$260,070	\$20,355
Capital Related	-	119	119	37	1,166	1,129
Total Funding	<u>\$23,376</u>	<u>\$26,617</u>	<u>\$3,241</u>	<u>\$239,752</u>	<u>\$261,236</u>	<u>\$21,484</u>
Recovery Ratio w/o carryover	52.15%	48.24%		50.21%	47.59%	
Carryover Applied Earned	\$ <777>	\$ 748		\$ 1,709	\$ 11,386	
Recovery Ratio w/carryover	<u>50.56%</u>	<u>49.70%</u>		<u>50.56%</u>	<u>49.89%</u>	

COMMENTS

CURRENT MONTH

CTA's revenue was \$776,000 or 3.1% over budget and expenses were \$2.3 million or 4.6% lower than budget in October. Funding requirement was \$3.2 million or 12.2% less than budget. The actual recovery ratio of 52.15% exceeded the budgeted ratio of 48.24%.

Passenger revenues were favorable by 1.2% due to an increase in ridership. Monthly pass revenue increased 5.8% over last October's results, but much of this is attributable to riders switching out of paying daily full fares. The favorable variance in Investment Income, the result of interest revenue from grant anticipation notes, is primarily responsible for the 56.1% favorable variance in Other Revenue.

Operating Expenses were favorable by 4.6% in October. Labor, Materials, Fuel, Electric Power, and All Other Expenses had favorable variances of 0.7%, 11.0%, 5.8%, 13.2%, and 36.1% respectively. The average loaded wage rate, which includes fringe benefits, was \$19.67/hour or 23¢/hour favorable. The average fuel price was 79.6¢ per gallon, which is favorable by 6.7¢ to the budgeted fuel price of 86.3¢ per gallon. The favorable variance in All Other Expenses is attributable to lower than budgeted expenses for Heating/Cooling, asphalt paving, roof repairs, and repairs to Special Service vehicles.

YEAR TO DATE

Total Revenue was favorable by 2.3% due primarily to increased ridership and to interest revenue from grant anticipation notes. Operating expenses were favorable by 3.0%. Labor, Fuel, Electric Power, and All Other Expenses had favorable variances of 2.6%, 15.9%, 3.8% and 11.5% respectively. Materials expense, however, was unfavorable by 6.4% due to several extraordinary events that occurred earlier this year.

The combination of reduced expenses and increased revenues has resulted in a favorable variance in the CTA's deficit of \$21.5 million or 8.2% through October. CTA used \$1.7 million of 1984 carryover to bring their recovery ratio to 50.56%.

FY85 COMMUTER RAIL DIVISION BUDGET VARIANCE
(\$000's OMITTED)

	OCTOBER 1985			TEN MONTHS YTD		
	<u>ACTUAL</u>	<u>BUDGET</u>	<u>VARIANCE</u>	<u>ACTUAL</u>	<u>BUDGET</u>	<u>VARIANCE</u>
<u>REVENUE</u>						
Passenger	\$10,354	\$10,342	\$ 12	\$102,991	\$102,126	\$ 865
Other	498	266	232	6,155	2,540	3,615
Total Revenue	<u>\$10,852</u>	<u>\$10,608</u>	<u>\$ 244</u>	<u>\$109,146</u>	<u>\$104,666</u>	<u>\$ 4,480</u>
<u>EXPENSE</u>						
Operating Expenses	\$21,025	\$20,396	\$ <629>	\$196,560	\$202,425	\$ 5,865
Additional Compensation	200	217	17	2,132	2,154	22
Total Expenses	<u>\$21,225</u>	<u>\$20,613</u>	<u>\$ <612></u>	<u>\$198,692</u>	<u>\$204,579</u>	<u>\$ 5,887</u>
<u>PUBLIC FUNDING REQUIRED</u>						
Deficit	\$10,373	\$10,005	\$ <368>	\$ 89,546	\$ 99,913	\$10,367
Less In-Kind Assistance	-	-	-	<233>	-	233
Funding Required	<u>\$10,373</u>	<u>\$10,005</u>	<u>\$ <368></u>	<u>\$ 89,313</u>	<u>\$ 99,913</u>	<u>\$10,600</u>
Depreciation	\$ 233	\$ 216	\$ <17>	\$ 2,347	\$ 2,155	\$ <192>
Recovery Ratio	<u>51.70%</u>	<u>52.01%</u>		<u>55.59%</u>	<u>51.71%</u>	

COMMENTS

CURRENT MONTH

The Commuter Rail Division Revenues were \$244,000 or 2.3% over budget but expenses exceeded budget by \$612,000 or 3.0%. Funding requirement was \$368,000 or 3.7% higher than projected. Actual recovery ratio of 51.70% is lower than the budgeted mark of 52.01%. Although the system-wide passenger revenue is slightly ahead of the budget, both BN and CNW are showing moderate unfavorable passenger revenue variance due to the fare demonstration program effective August 1, 1985. The favorable other revenue variance is influenced by NIRC's favorable variance of \$263,000.

The unfavorable operating expense variances are primarily due to NIRC's higher administrative expense (about \$800,000 over September expense level) and CSS's insurance cost of \$345,000. The unfavorable expense variance is partially offset by the favorable variances from BN (\$198,000), CNW (\$304,000) and ICG (\$160,000).

YEAR TO DATE

Passenger revenues were 0.8% favorable to the budget. The favorable other revenue variance was primarily influenced by NIRC's favorable variance of \$3.8 million. The major contributing factors are much higher interest income, information system cost allocations, administration of other Railroads, and the Capital projects overhead absorption.

Operating expenses were 2.9% under budget. Labor cost savings and lower than budgeted fuel cost were the contributing factors to the favorable expense variance. Recovery ratio of 55.59% is favorable to the budgeted ratio of 51.71%. Funding requirement is \$10.6 million or 10.6% lower than budget.

FY85 SUBURBAN BUS DIVISION BUDGET VARIANCE
(\$000's OMITTED)

	OCTOBER 1985(A)			TEN MONTHS YTD		
	<u>ACTUAL</u>	<u>BUDGET</u>	<u>VARIANCE</u>	<u>ACTUAL</u>	<u>BUDGET</u>	<u>VARIANCE</u>
<u>REVENUE</u>						
Passenger	\$ 1,589	\$ 1,558	\$ 31	\$14,640	\$14,427	\$ 213
Other	49	-	49	343	-	343
Total Revenue	<u>\$ 1,638</u>	<u>\$ 1,558</u>	<u>\$ 80</u>	<u>\$14,983</u>	<u>\$14,427</u>	<u>\$ 556</u>
<u>EXPENSES</u>						
Operating Expenses	<u>\$ 5,173</u>	<u>\$ 5,805</u>	<u>\$ 632</u>	<u>\$50,760</u>	<u>\$54,089</u>	<u>\$3,329</u>
<u>PUBLIC FUNDING REQUIRED(B)</u>	<u>\$ 3,535</u>	<u>\$ 4,247</u>	<u>\$ 712</u>	<u>\$35,777</u>	<u>\$39,662</u>	<u>\$3,885</u>
Required Recovery Ratio	<u>31.66%</u>	<u>26.84%</u>		<u>29.82%</u>	<u>26.67%</u>	

COMMENTS

CURRENT MONTH

Passenger revenues for October were unfavorable by \$19,000 or 1.2% reflecting the late implementation of new services. Other revenue sources, primarily investment income and miscellaneous income, totaled \$81,000 and offset the unfavorable passenger revenue variance.

Total expenses were 10.9% or \$632,000 favorable to budget. The favorable expense variance is attributable to late service implementation delays, lower than budgeted fuel prices, and staffing levels below budget. Public funding required for October was 16.8% favorable to budget or \$712,000 due to the favorable variances. This resulted in a recovery ratio of 31.66%, favorable to the budgeted 26.84%.

YEAR-TO-DATE

For the Year-To-Date, passenger revenue was \$182,000 or 1.3% unfavorable to budget. Total revenues were 3.9% favorable to budget or \$556,000, due to \$666,000 in revenue from investment income and miscellaneous income.

Total expenses were 6.2% favorable to budget, or \$3.3 million for the Year-To-Date. Contributing to this variance were trends established earlier this year such as lower fuel prices, favorable labor contract settlements, administrative staff levels below budget and effective cost management in the funded carrier programs. Public funding required was 9.8% or \$3.9 million favorable to budget. The actual recovery ratio was 29.82% compared to the budgeted ratio of 26.67%.

- A. This report is based upon preliminary numbers for the month and Year-To-Date as reported by the SBD Budget Division.
- B. In calculating the recovery ratio for the Year-To-Date it is necessary to subtract \$508,000 dollars from Total Expenses. This is the amount of capital purchases made within an operating account.

SECTION II
FINANCIAL POSITION

REGIONAL TRANSPORTATION AUTHORITY
GENERAL FUND
STATEMENT OF REVENUES AND EXPENDITURES
AND CHANGES IN FUND BALANCE
FOR THE MONTH ENDED OCTOBER 31, 1985
(In thousands)

REVENUES:

Retailers' occupation and use tax (sales tax)	\$ 3,883
Public transportation fund	6,471
Federal operating assistance grant	4,827
Technical studies grants	-
Interest	1,039
Link-up	50
Other	40
	<hr/>
Total revenues	<u>16,310</u>

EXPENDITURES:

Financial assistance to service divisions:	
Operating grants:	
Chicago Transit Authority	11,190
Commuter Rail Division	2,249
Suburban Bus Division	945
Capital grant - local match	2
Capital grant - 100% funded by RTA	47
Link-up	86
Ridership information, marketing and demonstration programs	156
Administration	353
Other regional costs	97
Unified work program	-
Professional services - 1985 notes	69
Interest:	
1983 notes	-
1985 notes	452
	<hr/>
Total expenditures	<u>15,646</u>

Changes in fund balance before transfer	664
Transfer to general fixed assets account group	<u>< 34 ></u>
Changes in general fund balance	<u>630</u>
General fund balance at September 30, 1985	<u>62,089</u>
General fund balance at October 31, 1985	<u>\$ 62,719</u>

REGIONAL TRANSPORTATION AUTHORITY
GENERAL FUND
STATEMENT OF REVENUES AND EXPENDITURES
AND CHANGES IN FUND BALANCE
FOR THE TEN MONTHS ENDED OCTOBER 31, 1985
(In thousands)

REVENUES:

Retailers' occupation and use tax (sales tax)	\$ 41,334
Public transportation fund	68,889
Federal operating assistance grant	48,276
Technical studies grants	323
Interest	5,542
Link-up	515
Other	47
	<hr/>
Total revenues	<u>164,926</u>

EXPENDITURES:

Financial assistance to service divisions:	
Operating grants:	
Chicago Transit Authority	116,728
Commuter Rail Division	3,769
Suburban Bus Division	8,976
Capital grant - local match	2,263
Capital grant - 100% funded by RTA	8,814
Link-up	838
Ridership information, marketing and demonstration programs	1,986
Administration	3,686
Other regional costs	822
Unified work program	186
Professional services - 1985 notes	171
Interest:	
1983 notes	238
1985 notes	1,131
	<hr/>
Total expenditures	<u>149,608</u>

Changes in fund balance before transfer	15,318
Transfer to general fixed assets account group	<u>< 158 ></u>
Changes in general fund balance	15,160
General fund balance at December 31, 1984	<u>47,559</u>
General fund balance at October 31, 1985	<u>\$ 62,719</u>

REGIONAL TRANSPORTATION AUTHORITY
GENERAL FUND
STATEMENT OF CHANGES IN FUND BALANCE
FOR THE TEN MONTHS ENDED OCTOBER 31, 1985
(in thousands)

	20% Local Match	Reserved for Capital Grants ---100% RIA Funded---	RIA Service Divisions	Available for Current Appropriations	Total
Balance December 31, 1984	\$19,700	-	-	\$27,859	\$47,559
Changes in fund balance				15,160	15,160
Additional reserve	13,400		200	<39,600>	
Capital expenditures	<2,263>		<158>	11,235	
Balance September 30, 1985	<u>\$30,837</u>	<u>\$17,186</u>	<u>\$42</u>	<u>\$14,554</u>	<u>\$62,719</u>

REGIONAL TRANSPORTATION AUTHORITY
AGENCY FUND
STATEMENT OF CHANGES IN ASSETS AND LIABILITIES
FOR THE MONTH ENDED OCTOBER 31, 1985
(in thousands)

	Balance September 30, 1985	Additions	Deductions	Balance October 31, 1985
ASSETS:				
Retailers' occupation and use tax (sales tax) receivable	<u>\$54,356</u>	<u>\$22,005</u>	<u>\$25,770</u>	<u>\$50,591</u>
LIABILITIES:				
Sales tax distribution due to service divisions	<u>\$54,356</u>	<u>\$22,005</u>	<u>\$25,770</u>	<u>\$50,591</u>
Chicago Transit Authority	\$28,536	\$11,402	\$13,355	\$26,583
Commuter Rail Division	19,816	8,124	9,514	18,426
Suburban Bus Division	6,004	2,479	2,901	5,582
	<u>\$54,356</u>	<u>\$22,005</u>	<u>\$25,770</u>	<u>\$50,591</u>

REGIONAL_TRANSPORTATION_AUTHORITY
AGENCY_FUND
STATEMENT_OF_CHANGES_IN_ASSETS_AND_LIABILITIES
FOR_THE_TEN_MONTHS_ENDED_OCTOBER_31_1985
(in thousands)

	Balance January_1_1985	Additions	Deductions	Balance October_31_1985
ASSETS:				
Retailers' occupation and use tax (sales tax) receivable	<u>\$58,039</u>	<u>\$234,224</u>	<u>\$241,672</u>	<u>\$50,591</u>
LIABILITIES:				
Sales tax distribution due to service divisions	<u>\$58,039</u>	<u>\$234,224</u>	<u>\$241,672</u>	<u>\$50,591</u>
Chicago Transit Authority	\$30,192	\$122,712	\$126,321	\$26,583
Commuter Rail Division	21,364	85,544	88,482	18,426
Suburban Bus Division	6,483	25,968	26,869	5,582
	<u>\$58,039</u>	<u>\$234,224</u>	<u>\$241,672</u>	<u>\$50,591</u>

REGIONAL TRANSPORTATION AUTHORITY
STATEMENT OF APPROPRIATIONS
FOR THE TEN MONTHS ENDED OCTOBER 31, 1985
(in thousands)

	<u>ACTUAL</u>			<u>BUDGET</u>
	<u>General Fund</u>	<u>Agency Fund Sales Tax</u>	<u>Funds Combined</u>	<u>Funds Combined</u>
<u>Sources of Funds:</u>				
Retailers' occupation & use tax (sales tax)	\$41,334	\$234,224	\$275,558	\$274,822
Public transportation fund	68,889		68,889	67,885
Public transportation tax (gas tax)	-		-	83
Federal operating assistance grant	48,276		48,276	48,333
Other grants and reimbursements	370		370	499
Interest	5,542		5,542	4,589
Link up	515		515	-
	<u> </u>	<u> </u>	<u> </u>	<u> </u>
Total sources of funds	<u>\$164,926</u>	<u>\$234,224</u>	<u>\$399,150</u>	<u>\$396,211</u>

Uses of Funds:

Financial assistance to service divisions:

Operating grants:				
Chicago Transit Authority	\$116,728	\$122,712	\$239,440	\$261,236
Commuter Rail Division	3,769	85,544	89,313	99,313
Suburban Bus Division	8,976	25,968	34,944	39,662
Capital grants	11,235		11,235	33,000
Link up	838		838	-
Ridership information, marketing and demonstration programs	1,986		1,986	2,403
Administration	3,670		3,670	4,048
Other regional costs	822		822	871
Unified work program	186		186	520
Professional services - 1985 notes	171		171	-
Interest	1,369		1,369	1,280
Relocation costs	16		16	113
	<u> </u>	<u> </u>	<u> </u>	<u> </u>
Total uses of funds	<u>\$149,766</u>	<u>\$234,224</u>	<u>\$383,990</u>	<u>\$442,446</u>

SECTION III
RIDERSHIP RESULTS

RIDERSHIP

October 1985 vs. October 1984

RTA Systemwide ridership was up slightly, .3% for the month of October when compared to October 1984. On an average weekday basis ridership increased 1.2%.

Pace again led the service divisions with a total increase of 3.8%, and an average weekday increase of 7.3%. Metra was up 2.4%, and 1.7% respectively for October. This suggests that much of Metra's ridership growth is due to increased weekend ridership. The CTA total ridership dropped .1%, while average weekday ridership rose .8%.

The table below summarizes RTA and service division results in October.

	Total 10/85 vs. 10/84 <u>Increase</u> (Decrease)	Avg. Weekday* 10/85 vs. 10/84 <u>Increase</u> (Decrease)
Chicago Transit Authority	(0.1)	0.8
Commuter Rail Division	2.4	1.7
Suburban Bus Division	<u>3.8</u>	<u>7.3</u>
RTA Systemwide	0.3	1.2

*There were 23 working weekdays in October 1984 vs. 23 in October, 1985.

Table III-A shows additional detail on October ridership changes for each service division. For CTA, rapid transit and bus ridership were basically flat for the month. Metra ridership gains were led by the South Shore and the Rock Island as each railway improved by about 6% for the month.

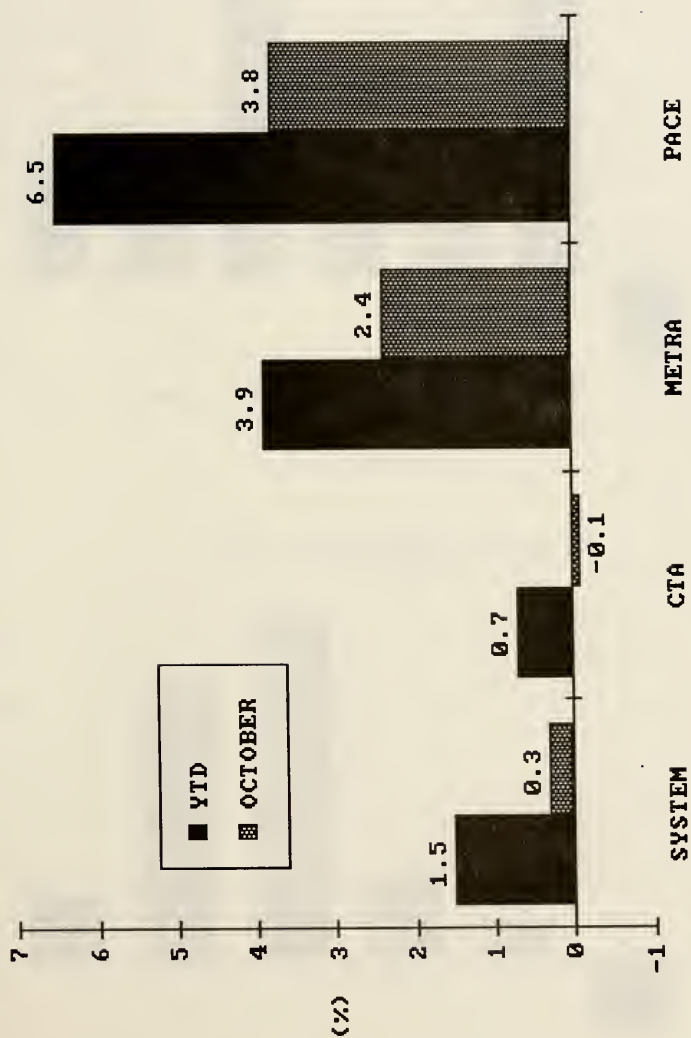
Pace South Holland and Oak Lawn Divisions led Suburban Bus with ridership gains of 13.5%, and 11.0% respectively.

ANALYSIS OF RIDERSHIP CHANGE BY DIVISION:
OCTOBER, 1985 vs. OCTOBER, 1984

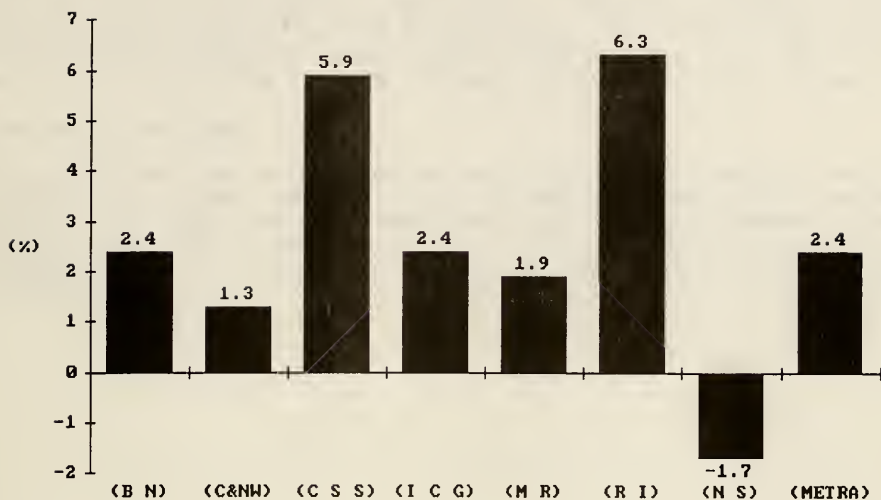
TABLE III-A

	October, 1985 vs. October, 1984 <u>% Increase (Decrease)</u>
<u>Chicago Transit Authority</u>	
Rapid Transit	0.1
Bus	<u>(0.1)</u>
CTA (Overall)	(0.1)
<u>Commuter Rail Division</u>	
Burlington Northern, Inc.	2.4
Chicago & North Western Transportation Company	1.3
North Line	3.5
Northwest Line	0.3
West Line	0.5
Chicago, South Shore and South Bend Railroad	5.9
Illinois Central Gulf Railroad Company	2.4
Main Line	2.8
Blue Island	(0.2)
South Chicago	1.3
Joliet (Diesel)	3.0
NIRC-Milwaukee Road District	1.9
North Line	4.1
West Line	0.2
NIRC-Rock Island District	6.3
Norfolk Southern	<u>(1.7)</u>
CRD (Overall)	2.4
<u>Suburban Bus Division</u>	
City of Aurora	3.0
City of Elgin	1.8
Village of Glen Ellyn	(2.0)
City of Highland Park	(3.8)
Joliet Mass Transit District	(0.1)
Melrose Park	(0.9)
City of Naperville	(7.5)
Village of Niles	(1.9)
North Suburban Mass Transit District	2.6
PACE Oak Lawn Division	13.5
PACE South Holland Division	11.0
PACE Waukegan Division	0.9
PACE West Towns Division	3.3
Village of Wilmette	(9.0)
Other Contract Services	(2.1)
Paratransit	<u>4.0</u>
SBD (Overall)	3.8

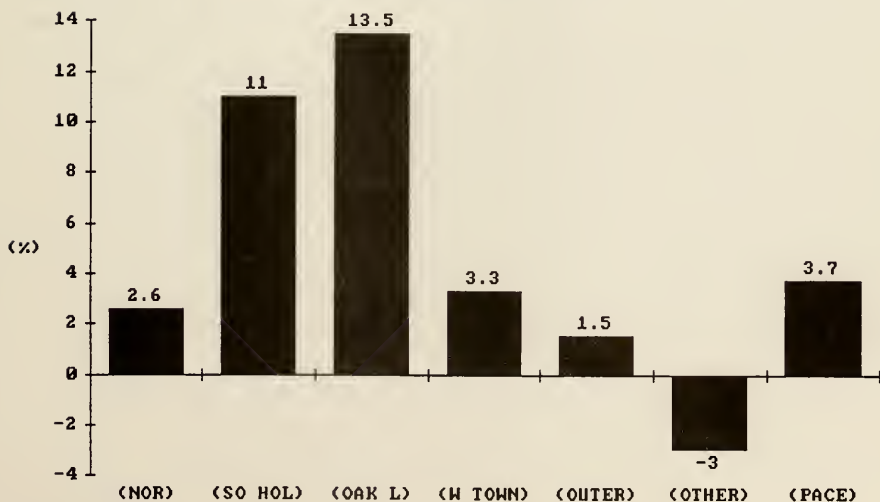
YTD AND MONTHLY RIDERSHIP GROWTH BY SERVICE DIVISION



METRA OCTOBER RIDERSHIP CHANGE BY
CARRIER



PACE OCTOBER RIDERSHIP CHANGE BY
CARRIER



Latest 12 Months vs. Prior 12 Months

Table III-B shows the average ridership change for the 12 months ending October, 1985 compared to the prior 12 month period. Pace leads the ridership growth with a 7.2% increase for the period. Among major Pace carriers the Pace Oak Lawn Division lead all others with a ridership increased of 20.4%. Metra ridership increased 3.9% on a moving annual basis with the South Shore registering an 8.4% gain to lead all Metra carriers. CTA was up .8% for the period, with rapid transit gaining 1.6% compared to the bus mode's .6% gain.

Year-to-Date and Trend

The year-to-date figures illustrate the generally positive trend for ridership throughout the system. Tables III-C, III-D, and III-E show monthly ridership data for CTA, Metra, and Pace respectively, and include the monthly percent changes during 1985 as well as the cumulative result for the year-to-date. Through October, CTA was up .7% for the year, Metra gained 3.9%, and Pace increased 6.5%.

RTA SYSTEM RIDERSHIP CHANGES BY DIVISION: LATEST TWELVE MONTH PERIOD VS. LIKE PRIOR PERIOD*

TABLE III-B

CHICAGO TRANSIT AUTHORITY		COMPUTER RAIL DIVISION		SUBURBAN BUS DIVISION	
MODE	% CHANGE	CARRIER	% CHANGE	CARRIER	% CHANGE
Rapid Transit	1.6	Burlington Northern, Inc.	3.2	City of Aurora	3.4
Bus	<u>0.6</u>	Chicago & North Western Transportation Company	1.5	City of Elgin	(0.3)
CTA Total	0.8	North Line	1.8	Village of Glen Ellyn	8.2
		Northwest Line	0.5	City of Highland Park	39.2
		West Line	2.4		
		Chicago, South Shore and South Bend Railroad	8.4	Joliet Mass Transit District	0.5
		Illinois Central Gulf Railroad Company	6.0	City of Naperville	19.5
		Main Line	5.6	Village of Niles	3.9
		South Chicago	4.8	North Suburban Mass Transit District	3.4
		Blue Island	6.7	PACE Oak Lawn Division	20.4
		Joliet (Diesel)	16.9		
		NIRC - Milwaukee Road District	4.4	PACE South Holland Division	16.6
		North Line	4.3	PACE Waukegan Division	0.6
		West Line	4.5	PACE West Towns Division	9.3
		NIRC - Rock Island District	7.4	Village of Wilmette	(2.2)
		Norfolk Southern	<u>3.8</u>	Other Contract Services	(2.0)
		CRD Total	3.9	Paratransit	<u>7.8</u>
				SBD Total	7.2

*November 1984 through October 1985 vs. November 1983 through October 1984.

CHICAGO TRANSIT AUTHORITY
RIDERSHIP COMPARISON
JANUARY, 1980 THROUGH PRESENT

TABLE III-C

---MONTH---	1980	1981	1982	1983	1984	1985	1985 vs. 1984 ---INCREASE--- (DECREASE)
JANUARY	55,683,530	52,120,984	47,089,934	49,656,281	51,400,780	52,080,480	1.3%
FEBRUARY	54,420,803	50,578,487	49,131,152	48,431,669	51,586,527	49,749,390	(3.6%)
MARCH	59,805,583	59,487,977	55,912,741	55,277,889	55,662,071	56,143,718	0.9%
APRIL	59,709,415	56,115,537	52,390,996	51,849,280	53,024,678	55,450,815	4.6%
MAY	59,597,765	54,920,752	51,872,146	52,804,385	55,914,074	56,627,732	1.3%
JUNE	57,203,455	54,471,871	51,713,721	51,902,458	53,389,008	52,049,939	2.5%
JULY	57,771,943	52,938,749	49,714,189	48,802,385	51,433,967	52,935,246	2.9%
AUGUST	57,250,060	50,574,144	51,500,476	51,333,079	53,306,545	53,273,662	(0.1%)
SEPTEMBER	59,266,605	52,086,123	51,050,463	51,553,908	51,269,589	52,534,905	2.5%
OCTOBER	63,124,248	56,619,523	53,761,198	50,731,877	58,768,323	58,768,323	(0.1%)
NOVEMBER	55,779,018	51,618,001	50,837,007	52,139,900	52,787,871		0.7%*
DECEMBER	57,024,335	51,747,624	51,094,061	50,130,470	49,641,826		
TOTAL	596,636,760	543,279,772	516,068,084	514,613,581	538,185,259		

*Year-to-date increase (decrease) vs. same period prior year.

TABLE III-D

COMMUTER RAIL
RIDERSHIP COMPARISON
JANUARY, 1980 THROUGH PRESENT

---MONTH---	1980	1981	1982	1983	1984	1985	1985 vs. 1984 ---INCREASE--- (DECREASE)
JANUARY	6,758,959	6,856,836	5,215,794	5,059,170	5,232,350	5,465,007	4.4%
FEBRUARY	6,521,583	6,398,061	5,167,448	4,860,172	4,987,789	5,195,698	4.2%
MARCH	6,779,951	6,821,841	5,426,940	5,064,469	5,173,575	5,268,670	1.8%
APRIL	6,798,116	6,486,758	5,110,178	4,822,204	5,076,345	5,367,075	5.7%
MAY	6,765,738	6,139,395	5,013,941	4,870,972	5,217,631	5,417,474	3.8%
JUNE	6,866,342	6,693,991	5,270,921	4,957,945	5,199,122	5,299,241	1.9%
JULY	6,853,312	5,846,163	4,988,348	4,783,482	5,213,466	5,500,162	5.5%
AUGUST	6,787,746	5,164,671	5,156,461	5,003,460	5,216,924	5,456,558	4.6%
SEPTEMBER	6,972,340	5,021,780	4,337,008	4,932,347	5,029,344	5,279,451	5.0%
OCTOBER	6,938,614	5,046,079	4,817,846	4,958,490	5,490,259	5,622,807	2.4%
NOVEMBER	6,674,157	5,091,207	5,034,791	4,980,058	5,224,839		3.9%*
DECEMBER	7,173,888	5,008,850	4,947,075	4,902,208	5,012,124		
	<u>81,890,746</u>	<u>70,375,632</u>	<u>60,486,751</u>	<u>59,194,977</u>	<u>62,073,688</u>		

*Year-to-date Increase (decrease) vs. same period prior year.

SUBURBAN BUS
RIDERSHIP COMPARISON
JANUARY, 1980 THROUGH PRESENT

TABLE III-E

---MONTH---	1980	1981	1982	1983	1984	1985	1985 vs. 1984 ---INCREASE--- (DECREASE)
JANUARY	3,207,789	3,158,206	2,040,708	2,481,781	2,847,785	3,119,878	9.6%
FEBRUARY	3,163,737	3,018,036	2,201,977	2,428,935	2,939,595	3,028,625	3.0%
MARCH	3,316,266	3,259,248	2,552,904	2,802,895	3,150,816	3,335,209	5.9%
APRIL	3,327,688	3,082,643	2,345,942	2,585,633	2,977,854	3,331,169	11.9%
MAY	3,269,149	2,941,752	2,237,863	2,645,864	3,231,130	3,433,443	6.3%
JUNE	2,927,076	1,502,104	2,224,356	2,459,198	2,855,352	2,905,118	1.7%
JULY	2,849,905	1,226,319	2,087,073	2,213,260	2,743,104	3,007,323	9.6%
AUGUST	2,890,767	1,411,721	2,187,364	2,495,868	3,030,884	3,157,449	4.2%
SEPTEMBER	3,396,375	1,803,750	2,470,182	2,763,639	2,921,683	3,199,504	9.5%
OCTOBER	3,656,220	2,001,480	2,515,993	2,871,819	3,492,202	3,623,543	<u>3.8%</u>
NOVEMBER	3,190,968	1,949,261	2,424,513	2,816,275	3,204,632		6.5%
DECEMBER	<u>3,032,554</u>	<u>2,030,897</u>	<u>2,401,242</u>	<u>2,647,621</u>	<u>2,866,336</u>		
	<u>38,235,494</u>	<u>27,385,417</u>	<u>27,690,117</u>	<u>31,212,788</u>	<u>36,261,373</u>		

*Year-to-date increase (decrease) vs. same period prior year.

SECTION IV
PERFORMANCE INDICATORS

Chicago Transit Authority

October financial indicators for the CTA show very favorable improvements for the month over the same period last year. CTA's recovery ratio was up 3% for the month, but on a year-to-date basis continues to lag 1984 by 10%. Again, it must be remembered that the recovery ratio for 1984 reflects unusual one time government grants which continue to distort year-to-date comparative analysis. Expense per revenue mile and expense per passenger continue to exceed levels by nearly 7%.

Despite increasing expenses, labor efficiency has continued to improve. On a year-to-date basis, vehicle revenue hours are 74% of operator pay hours, a 1% improvement over last year. In the maintenance area, revenue miles per mechanic work hour have also increased 3.5% for the system on a year-to-date basis. Most of the labor efficiencies have occurred in the rapid transit mode where operations realized a 4% improvement, and maintenance a 7% improvement in labor productivity. This improvement in labor efficiency can be attributed in part to the expansion of service to O'Hare Airport.

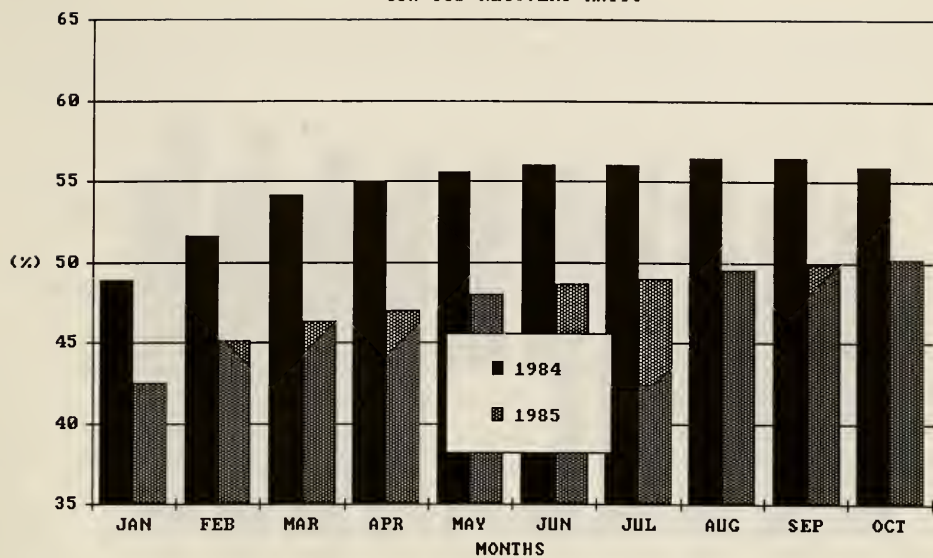
Passengers per revenue hour and passengers per revenue mile both increased by approximately 4% in October. On a year-to-date basis, service effectiveness indicators are fairly constant with last year.

CHICAGO TRANSIT AUTHORITY: PERFORMANCE INDICATORS
FOR THE MONTH OF OCTOBER, 1985

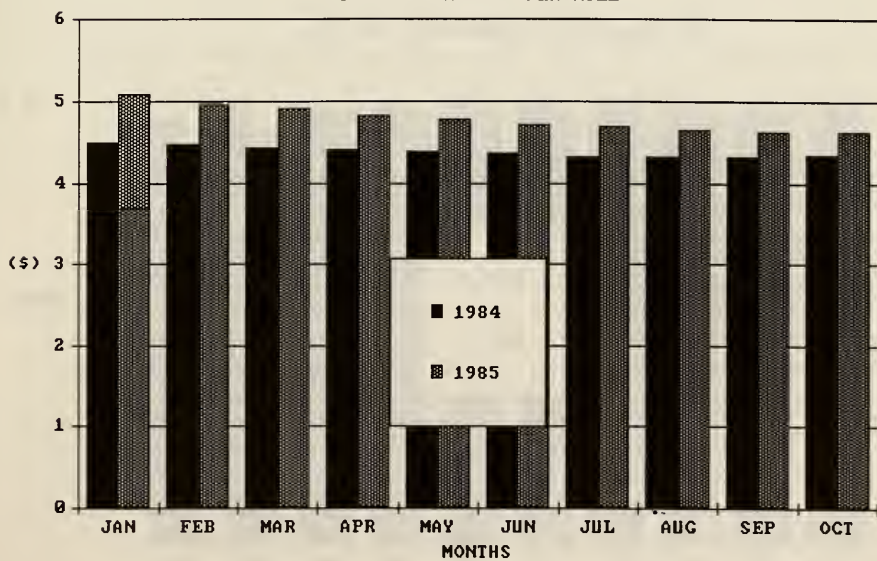
		<u>Oct.</u> <u>1985</u>	<u>Oct.</u> <u>1984</u>	<u>%</u> <u>Change</u>	<u>YTD</u> <u>1985</u>	<u>YTD</u> <u>1984</u>	<u>%</u> <u>Change</u>
Rapid Transit							
Oper. Rev./Oper. Exp.	(%)	44.00	43.28	1.7	41.85	47.50	-11.9
Oper. Exp./Rev. Mile	(\$)	4.19	4.27	-1.9	4.28	4.03	6.2
Oper. Exp./Pass.	(\$)	1.26	1.28	-1.5	1.34	1.24	8.0
Rev. Hrs./Oper. Pay Hrs.	(%)	55.58	49.56	12.1	54.54	51.99	4.9
Rev. Miles/Mech. Work Hr.		37.25	35.36	5.4	39.73	37.11	7.1
Pass./Rev. MI.		3.32	3.33	-0.4	3.20	3.25	-1.6
Pass./Rev. Hr.		82.53	83.94	-1.7	79.50	81.88	-2.9
Motor Bus							
Oper. Rev./Oper. Exp.	(%)	57.94	55.52	4.4	54.92	60.54	-9.3
Oper. Exp./Rev. Mile	(\$)	4.87	4.84	0.8	4.85	4.53	7.1
Oper. Exp./Pass.	(\$)	0.70	0.74	-5.3	0.75	0.71	6.0
Rev. Hrs./Oper. Pay Hrs.	(%)	80.76	76.39	5.7	81.64	81.42	0.3
Rev. Miles/Mech. Work Hr.		27.27	26.03	4.8	28.61	28.18	1.6
Pass./Rev. MI.		6.95	6.53	6.4	6.46	6.39	1.1
Pass./Rev. Hr.		69.75	65.93	5.8	64.81	64.49	0.5
System Total							
Oper. Rev./Oper. Exp.	(%)	52.87	51.14	3.4	50.18	55.89	-10.2
Oper. Exp./Rev. Mile	(\$)	4.60	4.62	-0.4	4.63	4.34	6.7
Oper. Exp./Pass.	(\$)	0.84	0.87	-4.1	0.89	0.84	6.8
Rev. Hrs./Oper. Pay Hrs.	(%)	73.68	68.86	7.0	74.03	73.15	1.2
Rev. Miles/Mech. Work Hr.		30.55	28.99	5.4	32.14	31.04	3.5
Pass./Rev. MI.		5.50	5.29	3.9	5.18	5.18	-0.1
Pass./Rev. Hr.		72.46	69.57	4.2	67.85	67.97	-0.2

NOTE: CTA Performance Indicators are based on "period" reports. These periods do not normally correspond exactly to a calendar month, but are typically within a few days in any given month.

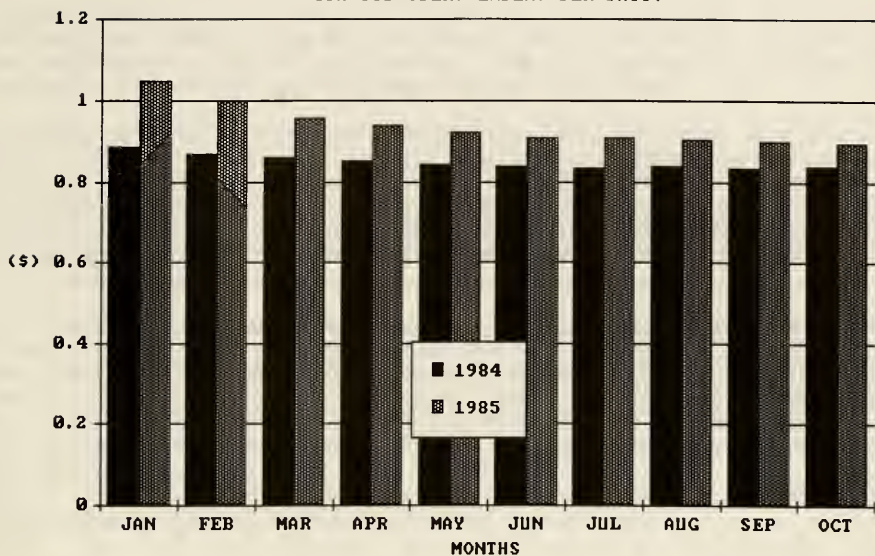
CTA YTD RECOVERY RATIO



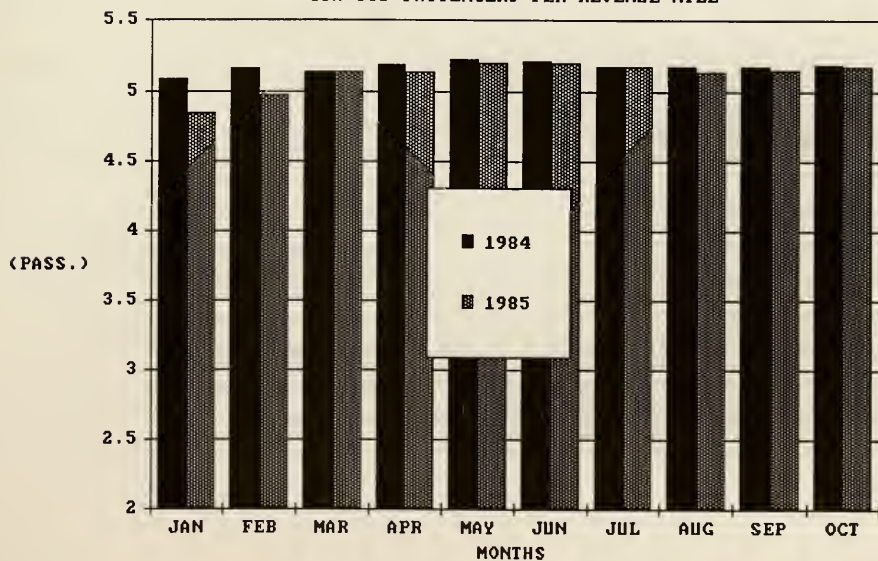
CTA YTD EXPENSE PER MILE



CTA YTD OPER. EXPEN. PER PASS.



CTA YTD PASSENGERS PER REVENUE MILE





18



Commuter Rail Division

CRD system financial indicators for October declined from 1984 results and from year-to-date performance. The system recovery ratio was almost 12% below 1984 in October compared to a 3% drop year-to-date. Operating expense per revenue mile and per passenger mile were up 12% in October and 6% year-to-date.

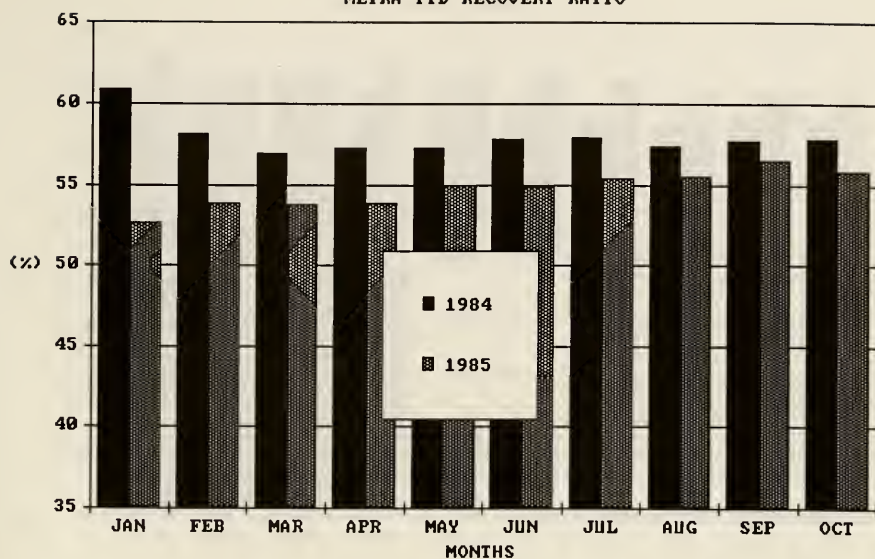
Peak period capacity utilization improved both for the month and year-to-date primarily due to increases on the ICG and NIRC. However on-time performance continues to decline from 1984 levels due primarily to problems on the South Shore as all other carriers showed steady performance or slight declines for the year-to-date. Norfolk Southern on-time performance continues to suffer from recent problems with track and equipment, but the low level of service on this line can make this statistic misleading.

At the individual carrier level, South Shore and NIRC experienced significant declines in financial performance. South Shore's recovery ratio dropped 48%, for October (partially attributed to increased insurance costs), while NIRC showed a decline of 17% for the month (due to a significant increase in administrative costs). South Shore expenses are 60% higher than 1984 (based on actual results through June and estimates for July-September) or approximately \$1,200,000. Of this amount, about 65% appears to be due to increased casualty and liability expenses. Additional information has been requested from South Shore in order to make a detailed analysis and will be the subject of a special report.

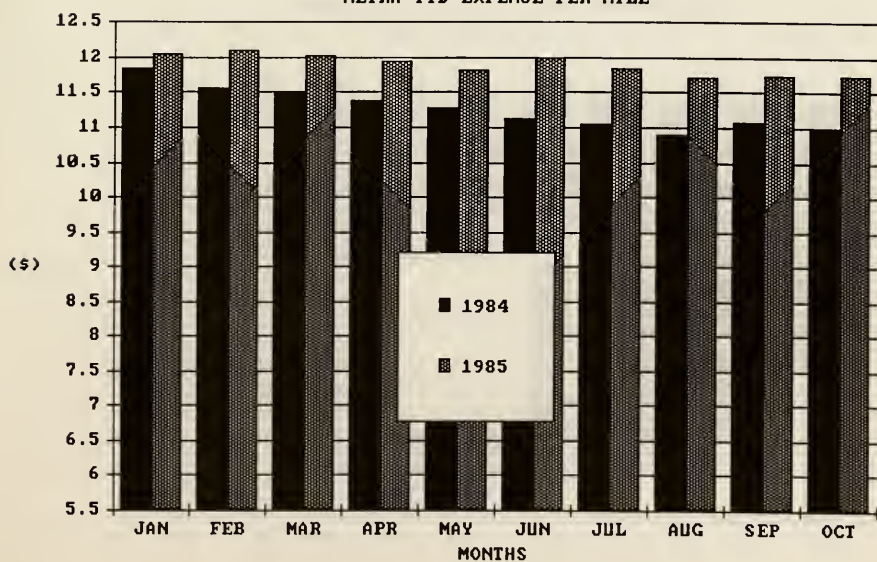
COMMUTER RAIL DIVISION: PERFORMANCE INDICATORS
FOR THE MONTH OF OCTOBER, 1985

		Oct. 1985	Oct. 1984	% Change	YTD 1985	YTD 1984	% Change
Burlington Northern							
Oper. Rev./Oper. Exp.	(%)	63.78	67.41	-5.4	66.73	66.26	0.7
Oper. Exp./Rev. Mile	(\$)	10.80	10.70	0.9	11.20	11.65	-3.9
Oper. Exp./Pass. MI.	(\$)	0.15	0.14	7.1	0.15	0.15	0.0
Peak Per. Cap. Util.	(%)	89.10	87.20	2.2	87.80	86.90	1.0
Trains On-Time	(%)	96.30	94.40	2.0	97.10	97.40	-0.3
Pass. MI./Rev. MI.		74.40	73.96	0.6	76.85	75.27	2.1
Chicago Northwestern							
Oper. Rev./Oper. Exp.	(%)	63.98	68.42	-6.5	63.18	67.39	-6.2
Oper. Exp./Rev. Mile	(\$)	8.43	8.20	2.8	9.13	8.65	5.5
Oper. Exp./Pass. MI.	(\$)	0.14	0.14	0.0	0.15	0.14	7.1
Peak Per. Cap. Util.	(%)	75.40	77.50	-2.7	76.20	75.90	0.4
Trains On-Time	(%)	94.70	91.40	3.6	94.90	94.80	0.1
Pass. MI./Rev. MI.		58.27	58.50	-0.4	60.41	60.19	0.4
Chicago South Shore							
Oper. Rev./Oper. Exp.	(%)	19.76	38.40	-48.5	34.94	50.71	-31.1
Oper. Exp./Rev. Mile	(\$)	20.94	9.48	120.9	11.68	7.10	64.3
Oper. Exp./Pass. MI.	(\$)	0.40	0.20	100.0	0.25	0.16	56.3
Peak Per. Cap. Util.	(%)	108.70	122.10	-11.0	109.80	114.80	-4.4
Trains On-Time	(%)	51.70	83.90	-38.4	66.50	85.50	-22.2
Pass. MI./Rev. MI.		51.81	46.43	11.6	47.58	43.11	10.4
Illinois Central Gulf							
Oper. Rev./Oper. Exp.	(%)	42.25	46.54	-9.2	43.45	42.79	1.5
Oper. Exp./Rev. Mile	(\$)	14.73	13.81	6.6	15.37	13.41	14.6
Oper. Exp./Pass. MI.	(\$)	0.21	0.20	5.0	0.22	0.21	4.8
Peak Per. Cap. Util.	(%)	71.80	66.20	8.5	67.80	64.50	5.1
Trains On-Time	(%)	97.20	97.20	0.0	94.70	95.90	-1.3
Pass. MI./Rev. MI.		69.76	68.21	2.3	70.44	62.67	12.4
Norfolk Southern							
Oper. Rev./Oper. Exp.	(%)	97.89	84.36	16.0	92.66	74.01	25.2
Oper. Exp./Rev. Mile	(\$)	11.13	11.97	-7.0	11.64	14.89	-21.8
Oper. Exp./Pass. MI.	(\$)	0.11	0.12	-8.3	0.12	0.15	-20.0
Peak Per. Cap. Util.	(%)	77.00	74.60	3.2	76.40	73.80	3.5
Trains On-Time	(%)	80.40	95.70	-16.0	93.70	96.50	-2.9
Pass. MI./Rev. MI.		97.67	98.37	-0.7	98.88	96.82	2.1
NIRC							
Oper. Rev./Oper. Exp.	(%)	43.18	52.44	-17.7	51.57	53.11	-2.9
Oper. Exp./Rev. Mile	(\$)	15.34	12.00	27.8	13.87	12.88	7.7
Oper. Exp./Pass. MI.	(\$)	0.26	0.20	30.0	0.23	0.21	9.5
Peak Per. Cap. Util.	(%)	77.90	73.90	5.4	76.50	74.80	2.3
Trains On-Time	(%)	96.30	98.70	-2.4	98.00	97.60	0.4
Pass. MI./Rev. MI.		59.94	60.41	-0.8	61.36	60.55	1.3
System Total							
Oper. Rev./Oper. Exp.	(%)	51.69	58.64	-11.8	55.79	57.76	-3.4
Oper. Exp./Rev. Mile	(\$)	11.80	10.52	12.1	11.74	11.01	6.6
Oper. Exp./Pass. MI.	(\$)	0.19	0.17	11.8	0.18	0.17	5.9
Peak Per. Cap. Util.	(%)	78.70	77.70	1.3	78.00	77.50	0.6
Trains On-Time	(%)	93.50	94.90	-1.5	94.20	95.60	-1.5
Pass. MI./Rev. MI.		63.30	63.09	0.3	64.96	63.06	3.0

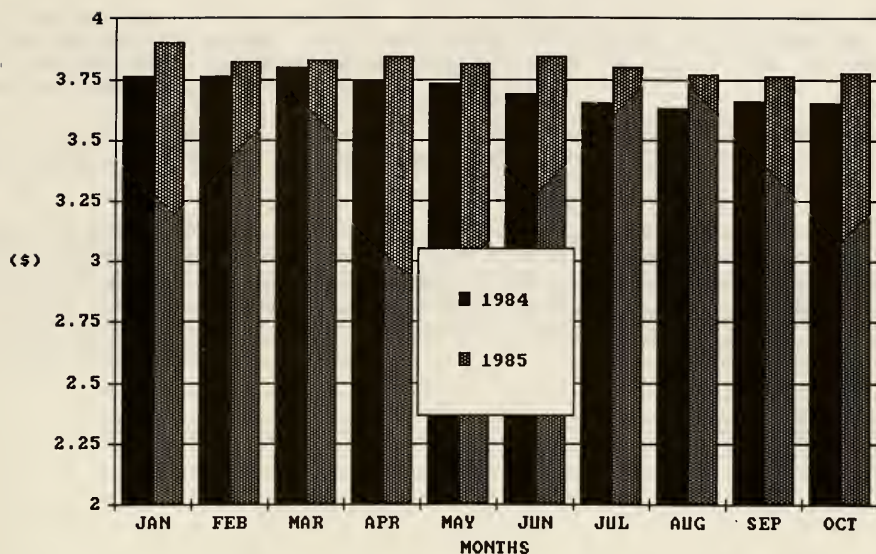
METRA YTD RECOVERY RATIO



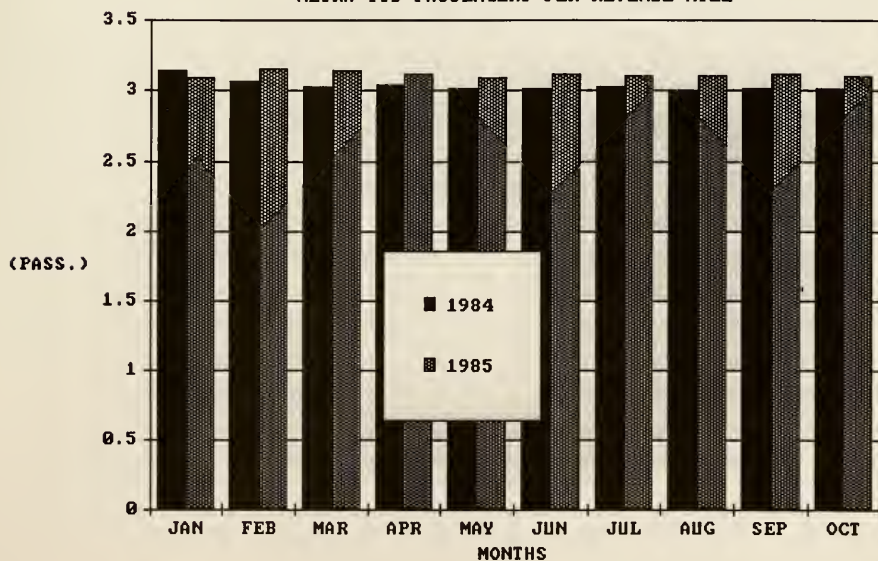
METRA YTD EXPENSE PER MILE



METRA YTD EXPENSE PER PASS.



METRA YTD PASSENGERS PER REVENUE MILE



Suburban Bus Division

The Suburban Bus Division continued to show strong financial performance in October as the systemwide recovery ratio improved by 7% from 1984 and expense per revenue mile dropped 5%. Although expense per passenger was up 4% for the month, it remained below the 1984 level for the year-to-date.

Service effectiveness, as measured by passengers per revenue mile and per revenue hour, experienced a rare decline in October but remained strong for the 10 month period.

Among the carrier groups, the Pace systems and Nortran did particularly well for the month. However, these results may be distorted by a sizeable amount of unallocated centralized operating expenses (included in the system total but not allocated to individual carriers). On a year-to-date basis, the Pace systems again show excellent gains in all areas of performance, while Nortran is significantly better in passenger statistics.

SUBURBAN BUS DIVISION: PERFORMANCE INDICATORS
FOR THE MONTH OF OCTOBER, 1985

		Oct. 1985	Oct. 1984	% Change	YTD 1985	YTD 1984	% Change
Nortran							
Oper. Rev./Oper. Exp.	(%)	36.29	32.72	10.9	35.03	34.41	1.8
Oper. Exp./Rev. Mile	(\$)	2.38	2.64	-10.0	2.49	2.40	3.5
Oper. Exp./Pass.	(\$)	1.06	1.15	-7.8	1.13	1.14	-0.8
Rev. Hrs./Oper. Pay Hrs.	(%)	91.82	91.64	0.2	82.24	82.17	0.1
Pass./Rev. Mi.		2.25	2.30	-2.3	2.19	2.10	4.3
Pass./Rev. Hr.		37.64	37.33	0.8	31.64	29.08	8.8
Pace Carriers							
Oper. Rev./Oper. Exp.	(%)	38.17	33.91	12.6	35.30	32.56	8.4
Oper. Exp./Rev. Mile	(\$)	2.42	2.61	-7.5	2.49	2.67	-6.5
Oper. Exp./Pass.	(\$)	1.02	1.08	-5.5	1.12	1.25	-10.2
Rev. Hrs./Oper. Pay Hrs.	(%)	90.11	87.78	2.7	89.01	88.09	1.0
Pass./Rev. Mi.		2.37	2.42	-2.1	2.22	2.14	4.1
Pass./Rev. Hr.		34.71	35.33	-1.8	33.19	31.54	5.2
Other Carriers							
Oper. Rev./Oper. Exp.	(%)	27.58	29.71	-7.2	28.52	27.21	4.8
Oper. Exp./Rev. Mile	(\$)	2.14	2.08	3.0	2.15	2.20	-2.3
Oper. Exp./Pass.	(\$)	1.13	1.07	5.8	1.16	1.22	-5.2
Rev. Hrs./Oper. Pay Hrs.	(%)	86.43	82.95	4.2	81.92	84.26	-2.8
Pass./Rev. Mi.		1.89	1.94	-2.6	1.86	1.80	3.1
Pass./Rev. Hr.		26.94	28.05	-3.9	26.43	26.18	0.9
System Total							
Oper. Rev./Oper. Exp.*	(%)	31.65	29.59	7.0	30.04	29.19	2.9
Oper. Exp./Rev. Mile	(\$)	2.74	2.89	-5.2	2.82	2.89	-2.4
Oper. Exp./Pass.*	(\$)	1.44	1.38	4.4	1.46	1.53	-4.4
Rev. Hrs./Oper. Pay Hrs.	(%)	89.67	87.56	2.4	85.48	85.45	0.0
Pass./Rev. Mi.		2.24	2.28	-2.1	2.14	2.05	4.1
Pass./Rev. Hr.		33.70	34.17	-1.4	31.29	29.66	5.5

Pace Carriers

West Towns
South Holland
Oak Lawn
Waukegan

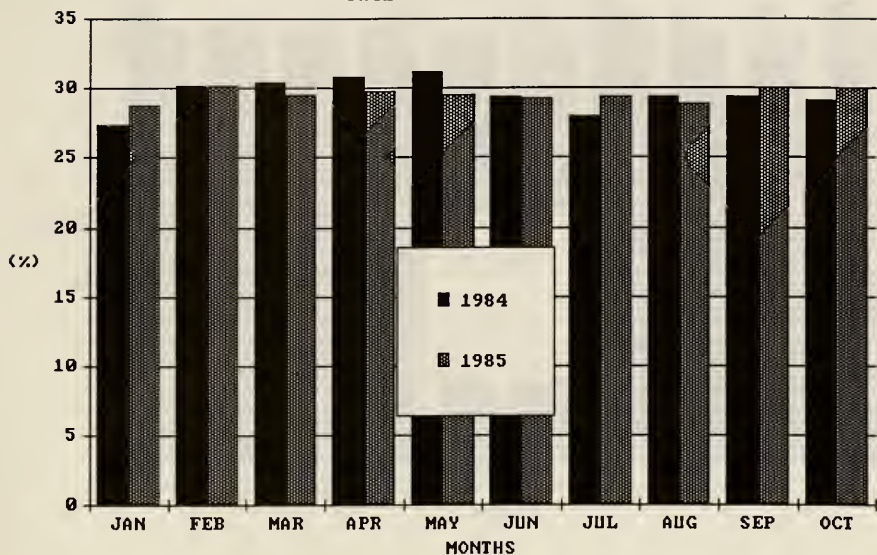
Other Carriers

Aurora
Elgin
Highland Park
Joliet
Wilmette

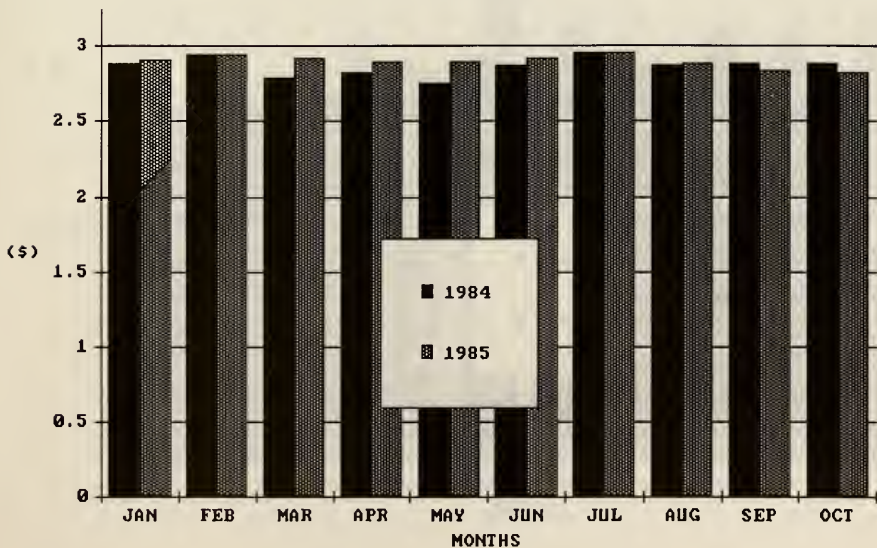
NOTE: System total is based on available carrier data and includes SBD administrative expense.

*Includes contract carrier and paratransit data.

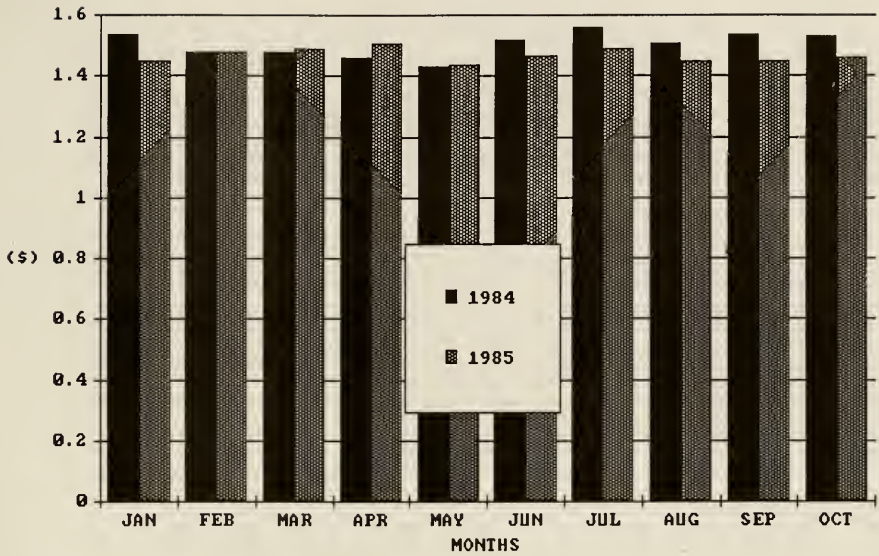
PACE YTD RECOVERY RATIO



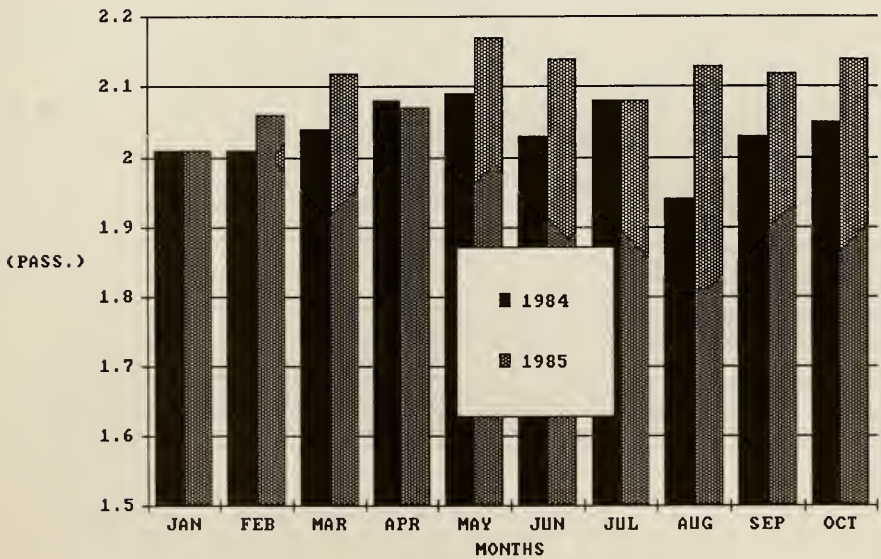
PACE YTD EXPENSE PER MILE



PACE YTD EXPENSE PER PASS.



PACE YTD PASSENGERS PER REVENUE MILE



APPENDIX A
CASH FLOW FORECAST

1985 CASHFLOW
(In Thousands of Dollars)
DECEMBER UPDATE

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
	---	---	---	---	---	---	---	---	---	---	---	---	-----
BEGINNING BALANCE	54,443	53,007	51,079	50,946	50,972	49,269	52,918	51,028	145,300	142,834	137,896	136,904	54,443
RECEIPTS:													
SALES TAX	26,752	33,525	29,003	24,316	24,853	28,757	28,764	31,712	26,320	30,317	25,956	28,488	338,763
PUBLIC TRANS FUND	6,688	8,381	7,250	6,079	6,213	4,904	0	17,405	6,580	7,579	6,489	7,122	84,690
UMTA SECTION 9	0	0	29,165	28,766	0	0	0	0	0	0	0	0	57,931
INTEREST INCOME/MISC	632	306	350	378	373	3,954	365	590	806	1,017	961	905	10,637
MOTOR FUEL TAX	153	0	0	0	0	0	0	0	0	0	0	0	153
UNP	0	0	0	0	0	0	0	137	0	0	0	0	137
NOTE PROCEEDS	0	0	0	0	0	0	0	99,839	0	0	0	0	99,839
TOTAL RECEIPTS	34,225	42,212	65,768	59,539	31,439	37,615	29,129	149,683	33,706	38,933	33,406	36,515	592,150
SALES TAX ALLOC													
CTA	11,954	14,824	12,823	10,931	11,163	12,767	12,898	13,993	11,612	13,355	11,494	0	137,814
CRD	8,276	10,490	9,076	7,469	7,647	8,959	8,860	9,939	8,253	9,514	8,103	0	96,586
SBD	2,510	3,182	2,755	2,268	2,315	2,717	2,691	3,023	2,507	2,901	2,464	0	29,333
PTF ALLOC													
CTA	5,486	6,874	5,947	4,986	5,096	4,022	0	14,275	5,397	6,217	5,322	0	63,622
CRD	510	640	553	464	474	374	0	1,328	502	578	495	0	5,918
SBD	692	867	750	629	643	507	0	1,802	681	784	672	0	8,027
UMTA SECTION 9 ALLOC													
CTA	0	0	25,403	25,055	0	0	0	0	0	0	0	0	50,458
CRD	0	0	2,409	2,376	0	0	0	0	0	0	0	0	4,785
SBD	0	0	1,353	1,335	0	0	0	0	0	0	0	0	2,688
DISCRETIONARY FUNDS													
CTA	3,041	3,812	3,298	2,765	2,826	3,270	3,271	3,606	2,993	3,448	2,951	0	35,281
CRD	283	355	307	257	263	304	305	336	279	321	275	0	3,285
SBD	384	481	416	349	357	413	413	455	378	435	373	0	4,454
TOTAL SVB PAYMENTS													
CTA	20,481	25,510	47,471	43,737	19,085	20,059	16,169	31,874	20,002	23,020	19,767	0	287,175
CRD	9,069	11,485	12,345	10,566	8,384	9,637	9,165	11,603	9,034	10,413	8,873	0	110,574
SBD	3,586	4,530	5,274	4,581	3,315	3,637	3,104	5,280	3,566	4,120	3,509	0	44,502
ADVANCE TO SERVICE BOARDS	1,500	1,500				-1,000	-1,000	0	0	0	0	0	1,000
RTA,UNP,COORD,MARKETING,MISC	690	1,083	775	594	1,513	1,600	1,547	1,079	599	1,037	733	768	12,018
DEBT SERVICE	35	32	36	35	36	33	34	5,575	575	575	575	575	8,116
1984 GRANT MATCH (20,000)	0	0	0	0	809	0	0	0	575	177	712	1,000	3,273
1985 GRANT MATCH (13,400)	0	0	0	0	0	0	0	0	0	0	0	0	0
CAPITAL GRANTS TO CTA	0	0	0	0	0	0	0	1,821	4,509	229	0	0	6,559
CAPITAL GRANTS TO CRD	300	0	0	0	0	0	0	0	0	0	0	0	300
CAPITAL GRANTS TO SBD	0	0	0	0	0	0	2,000	0	0	0	0	0	2,000
RTA CAPITAL PURCHASES	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL EXPENSES	35,661	44,140	65,901	59,513	33,142	33,966	31,019	55,411	36,172	43,851	34,398	2,343	475,517
CASH BALANCE	53,007	51,079	50,946	50,972	49,269	52,918	51,028	145,300	142,834	137,896	136,904	171,076	171,076

NOTE: The update includes actual December sales tax information.
Distribution of December revenues to the service boards has been withheld per procedure for paying positive budget variances.
Other December expenses are consistent with original projections.

1986 CASHFLOW PROJECTION
(In Thousands of Dollars)

	JAN ---	FEB ---	MAR ---	APR ---	MAY ---	JUN ---	JUL ---	AUG ---	SEP ---	OCT ---	NOV ---	DEC ---	TOTAL ---
BEGINNING BALANCE	171,076	149,103	153,668	137,716	111,741	77,520	60,773	34,735	39,080	42,340	37,183	40,663	171,076
RECEIPTS:													
SALES TAX	29,376	36,425	31,940	26,610	24,491	29,981	30,753	35,727	27,600	33,839	29,287	29,833	365,862
PUBLIC TRANS FUND	7,344	9,106	7,985	6,653	6,123	7,495	7,688	8,932	6,900	8,460	7,322	7,458	91,466
UMTA SECTION 9	0	0	29,000	29,000	0	0	0	0	0	0	0	0	58,000
INTEREST INCOME/MISC	1,119	916	1,011	1,010	854	485	380	217	244	265	232	254	6,987
MOTOR FUEL TAX	50	0	0	50	0	0	50	0	0	50	0	0	200
UWP	60	0	0	60	0	0	60	0	0	60	0	0	240
MOBILITY LIMITED GRANT	1,125	0	0	1,125	0	0	1,125	0	0	1,125	0	0	4,500
NOTE PROCEEDS	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL RECEIPTS	39,074	46,447	69,936	64,508	31,468	37,961	40,056	44,876	34,744	43,799	36,841	37,545	527,255
SALES TAX ALLOC													
CTA	13,082	16,221	14,223	11,850	10,906	13,351	13,695	15,910	12,291	15,069	13,042	13,285	162,925
CRD	9,119	11,307	9,915	8,260	7,602	9,307	9,546	11,090	8,568	10,504	9,091	9,261	113,570
SBD	2,769	3,434	3,011	2,508	2,309	2,826	2,899	3,368	2,602	3,190	2,761	2,812	34,489
MOBILITY LIMITED ALLOC													
CTA	750	0	0	750	0	0	750	0	0	750	0	0	3,000
CRD	125	0	0	125	0	0	125	0	0	125	0	0	500
SBD	250	0	0	250	0	0	250	0	0	250	0	0	1,000
UMTA SECTION 9 ALLOC													
CTA	0	0	25,047	25,047	0	0	0	0	0	0	0	0	50,094
CRD	0	0	2,482	2,482	0	0	0	0	0	0	0	0	4,964
SBD	0	0	1,470	1,470	0	0	0	0	0	0	0	0	2,940
PTF ALLOCATION													
CTA	6,301	7,813	6,851	5,708	5,254	6,431	6,596	7,664	5,920	7,259	6,282	6,399	78,478
CRD	223	276	242	202	186	227	233	271	209	256	222	226	2,773
SBD	820	1,017	892	743	684	837	859	998	771	945	818	833	10,217
DISCRETIONARY FUNDS													
CTA	332	411	361	301	277	339	347	404	312	382	331	337	4,134
CRD	12	15	13	11	10	12	12	14	11	14	12	12	148
SBD	43	54	47	39	36	44	45	53	41	50	43	44	539
BUDGET VARIANCE ALLOC													
CTA	10,444	0	0	0	10,741	0	0	0	0	0	0	0	21,185
CRD	4,813	0	0	0	4,950	0	0	0	0	0	0	0	9,763
SBD	1,361	0	0	0	1,400	0	0	0	0	0	0	0	2,761
TOTAL SVB PAYMENTS													
CTA	30,909	24,445	46,482	43,656	27,178	20,121	21,388	23,978	18,523	23,460	19,655	20,021	319,816
CRD	14,292	11,598	12,652	11,080	12,748	9,546	9,916	11,375	8,788	10,899	9,325	9,499	131,718
SBD	5,243	4,505	5,420	5,010	4,429	3,707	4,053	4,419	3,414	4,435	3,622	3,689	51,946
ADVANCE TO SERVICE BOARDS	0	0	0	0	0	0	0	0	0	0	0	0	0
RTA,UWP,COORD,MARKETING,MISC	759	759	759	759	759	759	759	759	759	759	759	759	9,108
DEBT SERVICE	575	20,575	20,575	20,575	20,575	20,575	20,575	0	0	0	0	0	103,450
1984 GRANT MATCH (20,000)	1,394	0	0	1,394	0	0	1,394	0	0	1,394	0	0	5,576
1985 GRANT MATCH (13,400)	1,117	0	0	1,117	0	0	1,117	0	0	1,117	0	0	4,468
1986 GRANT MATCH (32,000)	2,667	0	0	2,667	0	0	2,667	0	0	2,667	0	0	10,668
CAPITAL GRANTS TO CTA	441	0	0	0	0	0	0	0	0	0	0	0	441
CAPITAL GRANTS TO CRD	3,675	0	0	3,675	0	0	3,675	0	0	3,675	0	0	14,700
CAPITAL GRANTS TO SBD	500	0	0	500	0	0	500	0	0	500	0	0	2,000
RTA CAPITAL PURCHASES	50	0	0	50	0	0	50	0	0	50	0	0	200
TOTAL EXPENSES	61,047	41,882	85,888	90,483	65,689	54,708	66,094	40,531	31,484	48,956	33,361	33,968	654,091
CASH BALANCE	149,103	153,668	137,716	111,741	77,520	60,773	34,735	39,080	42,340	37,183	40,663	44,240	44,240

12/19/85

